



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 6, 2012

Bloomington Company To Build 'Trumpet' I-69 Interchange

Indiana Public Media

11/1/12

Bloomington based Crider & Crider Inc. will build the interchange that will connect Interstate 69 to S.R. 37 just south of Bloomington. After looking at several options, the Indiana Department of Transportation decided on a 'trumpet' style of interchange for the road. According to a release from INDOT, the trumpet will allow traffic to move through the interchange at a higher speed than some of the other designs that were previously on the table. The interchange saw a bit of controversy last year when some members of the Bloomington, Monroe County Metropolitan Planning Organization accused INDOT and federal highway officials of wanting to put a stoplight there, instead of interstate style on/off ramps. INDOT says the stoplight plan has been off the table for some time. The intersection will cost around \$29 million to build, which according to INDOT, is about 10-percent less than an engineer's original estimate. The stretch of I-69 from NSA Crane to Bloomington is expected to be open by 2014. INDOT says the next section of the road, which will connect Bloomington to Martinsville, could begin construction by 2013.

[Bloomington Company To Build 'Trumpet' I-69 Interchange | News - Indiana Public Media](#)

Indiana I-69 extension's first stretch to open Nov. 19

News-Sentinel

11/3/12

INDIANAPOLIS — After years of work, Indiana is weeks away from opening the first half of the Interstate 69 extension that's slated to eventually run from the state's southwestern corner to Indianapolis. The Indiana Department of Transportation said Friday that a 67-mile section of the highway from Evansville to near the Crane Naval Surface Warfare Center will open Nov. 19. That stretch is roughly the first half of the planned \$3 billion, 142-mile highway that was announced in early 2003. INDOT said the section will connect communities from just northeast of Evansville at Interstate 64 to the U.S. 231 interchange about 20 miles southwest of Bloomington. Construction began in 2008. The I-69 project has been the subject of numerous lawsuits filed by environmentalists and others who supported an alternative proposal to upgrade existing highways. Opponents contend the highway, two-thirds of which is being built over never-paved areas, will damage sensitive ecosystems and won't live up to state officials' claims of quicker travel times and an economic boost for the rural, isolated region. Gov. Mitch Daniels said Friday in a statement that the state's 75-year Indiana Toll Road lease to private operators for \$3.8 billion helped the state deliver the first half of the highway years ahead of schedule. "Many people said this interstate expansion wouldn't happen in their lifetime, but it's now poised to open and the result will be greater economic opportunity, faster and safer travel, improved connectivity, easier access for leisure travel and more," Daniels said. Money from the leasing paid for most of the 67 miles of new highway, which cost \$620 million — about \$80 million under its construction budget,

said INDOT spokesman Will Wingfield. He attributed those savings to good design and the nation's weak economy, which lowered the highway's construction costs. [Indiana I-69 extension's first stretch to open Nov. 19 - News-Sentinel.com](#) Also, [I-69 extension: First 67 miles of Indiana's new road to open this month | Indianapolis Star | indystar.com](#)

IndyGo plans to use 2013 funding increase to add a route, boost frequency of service

Indianapolis Star

11/4/12

IndyGo officials will explain proposed changes in bus routes and schedules, including an added route and more frequent service, at two hearings set for this week. The hearings will be at noon and 5:30 p.m. Wednesday at the Indiana History Center, 450 W. Ohio St. The changes follow increased 2013 funding for IndyGo approved Oct. 15 by the City-County Council, IndyGo spokesman Bryan Luellen said in a release. IndyGo's \$65.2 million budget includes a \$6 million boost from this year's spending. Improvements to the IndyGo system could be rolled out as early as February, the release said. "We applaud the council for their support of IndyGo," Mike Terry, president and CEO of IndyGo, said in a prepared statement. "With the increased funds for operating, IndyGo will be able to improve service for existing riders, add service to help support the growing demand for transit and attract new customers." Key elements of the bus plan, the release said, include "building up the transit network around heavily traveled corridors, route alignments for efficiency and directness, and adding some routes for better cross-town travel." The 2013 budget is intended to help launch initial stages of a longer-term plan, officials said.

[IndyGo plans to use 2013 funding increase to add a route, boost frequency of service | Indianapolis Star | indystar.com](#)

Missing from presidential race: roads, bridges

Evansville Courier & Press

11/5/12

WASHINGTON —Of the many items debated in the presidential campaign, there hasn't been much talk about planes, trains, roads and bridges. But as Superstorm Sandy reminded the world so vividly, we can't afford to do without them. So why isn't the nation's transportation infrastructure a hot topic? Money, for one. Neither President Barack Obama nor Mitt Romney has a good idea how to pay for what needs to be done. Most of the transportation network was built in the last century; in some places, it dates to the 1800s. Aging highways, bridges, trains and buses are frequently in need of repair or replacement, and no longer can handle peak traffic demands. More than 140,000 bridges are structurally deficient or obsolete. The problem only will worsen as the U.S. population grows. The tab to keep the surface transportation system running is even greater. A congressional commission estimated that all levels of government are spending \$138 billion a year less than is needed to maintain the current system and make modest improvements. Gas tax revenues that pay for federal transportation aid to states are declining because people are driving less and cars are more fuel efficient. Inflation also has taken a toll. The 18.4 cents-a-gallon federal tax hasn't been increased since 1993, and the federal Highway Trust Fund is projected to go broke in 2014. If the candidates were to raise the issue, "it calls into question how you are going to pay for it, and there's a reluctance to talk about specifics," said Pete Ruane, president of the American Road and Transportation Builders Association. [Missing from presidential race: roads, bridges » Evansville Courier & Press](#)